

## Commercial.

## THIS DAY.

We have not a single transaction to report from the Share Market to-day. Banks are in good demand at 189 per cent. premium for cash and 190 for the end of the month. China Sugars are wanted at quotation for cash and 140 per share for December 31st. Other stocks remain as per annexed list.

## SHARES.

Hongkong and Shanghai Bank—189 per cent. premium, buyers.  
Hongkong and Shanghai Bank—New Issue—189 per cent. premium, buyers.  
Union Insurance Society of Canton—\$650 per share.  
China Traders' Insurance Company—\$80 per share.  
North China Insurance—\$1,350 per share.  
Canton Insurance Company—Limited—\$105 per share, buyers.  
Yantai Insurance Association—\$105 per share, sellers.  
Chinese Insurance Company—\$220 per share, buyers.  
On Tai Insurance Company, Limited—\$150 per share.  
Hongkong Fire Insurance Company—\$352 per share, buyers.  
China Fire Insurance Company—\$368 per share, buyers.  
Hongkong and Whampoa Dock Company—\$8 per share, premium, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium.  
China and Manila Steam Ship Company—\$118 per share.  
Hongkong Gas Company—\$80 per share.  
Hongkong Hotel Company—\$160 per share, buyers.  
Indo-China Steam Navigation Company, Limited—\$74 per cent. dis., sellers.  
China Sugar Refining Company, Limited—\$138 per share, buyers.  
China Sugar Refining Company (Debentures)—2 per cent. premium.  
Luoan Sugar Refining Company, Limited—\$78 per share, buyers.  
Hongkong Ice Company—\$155 per share, sellers.  
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
Chinese Imperial Loan of 1878—14 per cent. prem. ex int.  
Chinese Imperial Loan of 1881—2 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank T. T. 3/7 1/2  
Bank Bills, on demand 3/8 1/2  
Bank Bills, at 30 days sight 3/8 1/2  
Bank Bills, at 60 days sight 3/8 1/2  
Credits, at 4 months sight 3/8 1/2  
Documentary Bills, at 4 months sight 3/8 1/2  
ON PARIS.—Bank T. T. 4/7 1/2  
Credits, at 4 months sight 4/8 1/2  
ON BOMBAY.—Bank T. T. 23 1/2  
ON CALCUTTA.—Bank T. T. 23 1/2  
ON SHANGHAI.—Bank T. T. 23 1/2  
Private, 30 days sight 73 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul, \$535  
(Allowance, Tals Go.)  
OLD MALWA, per picul, \$575  
(Allowance, Tals Go.)  
NEW PATNA, high touch (without choice) per chest, \$585  
NEW PATNA, high touch (first choice) per chest, \$587 1/2  
NEW PATNA, high touch (bottom) per chest, \$590  
NEW PATNA, high touch (second choice) per chest, \$580  
NEW PATNA, low touch (without choice) per chest, \$582 1/2  
NEW PATNA, low touch (first choice) per chest, \$585  
NEW PATNA, low touch (second choice) per chest, \$580  
OLD PATNA, per chest, \$560  
NEW BENARES, high touch (without choice) per chest, \$557 1/2  
NEW BENARES, high touch (bottom) per chest, \$560  
NEW PERSIAN (best quality) per picul, \$525  
OLD PERSIAN (best quality) per picul, \$400  
OLD PERSIAN (second quality) per picul, \$320

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER &amp; Co.'s Register.)

Barometer—1 P.M.	Thermometer—1 P.M.	Thermometer—4 P.M.	Thermometer—7 P.M.	Thermometer—10 P.M.	Thermometer—1 P.M. (Wet bulb)	Thermometer—4 P.M. (Wet bulb)	Thermometer—7 P.M. (Wet bulb)	Thermometer—10 P.M. (Wet bulb)
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0
30.04	80.0	80.0	80.0	80.0	75.0	75.0	75.0	75.0

## CHINA COAST METEOROLOGICAL REGISTER.

## THIS DAY'S TELEGRAMS.

Baromet.	Humid.	Wind.	Temp.	Baromet.	Humid.	Wind.	Temp.
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0
30.04	80.0	SE	80.0	30.04	80.0	SE	80.0

Barometer, level of the sea in fathoms, and humidity, in the open air, in a shaded situation. Direction of Wind, in registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., N.N.W., and N. Force of Wind, in calm, 1 to 3 light breeze, 4 to 6 moderate breeze, 7 to 10 fresh breeze, 11 to 15 strong breeze, 16 to 20 violent, 21 to 25 hurricane, 26 to 30 typhoon, 31 to 35 cyclone, 36 to 40 storm, 41 to 45 hurricane, 46 to 50 typhoon, 51 to 55 cyclone, 56 to 60 storm, 61 to 65 hurricane, 66 to 70 typhoon, 71 to 75 cyclone, 76 to 80 storm, 81 to 85 hurricane, 86 to 90 typhoon, 91 to 95 cyclone, 96 to 100 storm, 101 to 105 hurricane, 106 to 110 typhoon, 111 to 115 cyclone, 116 to 120 storm, 121 to 125 hurricane, 126 to 130 typhoon, 131 to 135 cyclone, 136 to 140 storm, 141 to 145 hurricane, 146 to 150 typhoon, 151 to 155 cyclone, 156 to 160 storm, 161 to 165 hurricane, 166 to 170 typhoon, 171 to 175 cyclone, 176 to 180 storm, 181 to 185 hurricane, 186 to 190 typhoon, 191 to 195 cyclone, 196 to 200 storm, 201 to 205 hurricane, 206 to 210 typhoon, 211 to 215 cyclone, 216 to 220 storm, 221 to 225 hurricane, 226 to 230 typhoon, 231 to 235 cyclone, 236 to 240 storm, 241 to 245 hurricane, 246 to 250 typhoon, 251 to 255 cyclone, 256 to 260 storm, 261 to 265 hurricane, 266 to 270 typhoon, 271 to 275 cyclone, 276 to 280 storm, 281 to 285 hurricane, 286 to 290 typhoon, 291 to 295 cyclone, 296 to 300 storm, 301 to 305 hurricane, 306 to 310 typhoon, 311 to 315 cyclone, 316 to 320 storm, 321 to 325 hurricane, 326 to 330 typhoon, 331 to 335 cyclone, 336 to 340 storm, 341 to 345 hurricane, 346 to 350 typhoon, 351 to 355 cyclone, 356 to 360 storm, 361 to 365 hurricane, 366 to 370 typhoon, 371 to 375 cyclone, 376 to 380 storm, 381 to 385 hurricane, 386 to 390 typhoon, 391 to 395 cyclone, 396 to 400 storm, 401 to 405 hurricane, 406 to 410 typhoon, 411 to 415 cyclone, 416 to 420 storm, 421 to 425 hurricane, 426 to 430 typhoon, 431 to 435 cyclone, 436 to 440 storm, 441 to 445 hurricane, 446 to 450 typhoon, 451 to 455 cyclone, 456 to 460 storm, 461 to 465 hurricane, 466 to 470 typhoon, 471 to 475 cyclone, 476 to 480 storm, 481 to 485 hurricane, 486 to 490 typhoon, 491 to 495 cyclone, 496 to 500 storm, 501 to 505 hurricane, 506 to 510 typhoon, 511 to 515 cyclone, 516 to 520 storm, 521 to 525 hurricane, 526 to 530 typhoon, 531 to 535 cyclone, 536 to 540 storm, 541 to 545 hurricane, 546 to 550 typhoon, 551 to 555 cyclone, 556 to 560 storm, 561 to 565 hurricane, 566 to 570 typhoon, 571 to 575 cyclone, 576 to 580 storm, 581 to 585 hurricane, 586 to 590 typhoon, 591 to 595 cyclone, 596 to 600 storm, 601 to 605 hurricane, 606 to 610 typhoon, 611 to 615 cyclone, 616 to 620 storm, 621 to 625 hurricane, 626 to 630 typhoon, 631 to 635 cyclone, 636 to 640 storm, 641 to 645 hurricane, 646 to 650 typhoon, 651 to 655 cyclone, 656 to 660 storm, 661 to 665 hurricane, 666 to 670 typhoon, 671 to 675 cyclone, 676 to 680 storm, 681 to 685 hurricane, 686 to 690 typhoon, 691 to 695 cyclone, 696 to 700 storm, 701 to 705 hurricane, 706 to 710 typhoon, 711 to 715 cyclone, 716 to 720 storm, 721 to 725 hurricane, 726 to 730 typhoon, 731 to 735 cyclone, 736 to 740 storm, 741 to 745 hurricane, 746 to 750 typhoon, 751 to 755 cyclone, 756 to 760 storm, 761 to 765 hurricane, 766 to 770 typhoon, 771 to 775 cyclone, 776 to 780 storm, 781 to 785 hurricane, 786 to 790 typhoon, 791 to 795 cyclone, 796 to 800 storm, 801 to 805 hurricane, 806 to 810 typhoon, 811 to 815 cyclone, 816 to 820 storm, 821 to 825 hurricane, 826 to 830 typhoon, 831 to 835 cyclone, 836 to 840 storm, 841 to 845 hurricane, 846 to 850 typhoon, 851 to 855 cyclone, 856 to 860 storm, 861 to 865 hurricane, 866 to 870 typhoon, 871 to 875 cyclone, 876 to 880 storm, 881 to 885 hurricane, 886 to 890 typhoon, 891 to 895 cyclone, 896 to 900 storm, 901 to 905 hurricane, 906 to 910 typhoon, 911 to 915 cyclone, 916 to 920 storm, 921 to 925 hurricane, 926 to 930 typhoon, 931 to 935 cyclone, 936 to 940 storm, 941 to 945 hurricane, 946 to 950 typhoon, 951 to 955 cyclone, 956 to 960 storm, 961 to 965 hurricane, 966 to 970 typhoon, 971 to 975 cyclone, 976 to 980 storm, 981 to 985 hurricane, 986 to 990 typhoon, 991 to 995 cyclone, 996 to 1000 storm, 1001 to 1005 hurricane, 1006 to 1010 typhoon, 1011 to 1015 cyclone, 1016 to 1020 storm, 1021 to 1025 hurricane, 1026 to 1030 typhoon, 1031 to 1035 cyclone, 1036 to 1040 storm, 1041 to 1045 hurricane, 1046 to 1050 typhoon, 1051 to 1055 cyclone, 1056 to 1060 storm, 1061 to 1065 hurricane, 1066 to 1070 typhoon, 1071 to 1075 cyclone, 1076 to 1080 storm, 1081 to 1085 hurricane, 1086 to 1090 typhoon, 1091 to 1095 cyclone, 1096 to 1100 storm, 1101 to 1105 hurricane, 1106 to 1110 typhoon, 1111 to 1115 cyclone, 1116 to 1120 storm, 1121 to 1125 hurricane, 1126 to 1130 typhoon, 1131 to 1135 cyclone, 1136 to 1140 storm, 1141 to 1145 hurricane, 1146 to 1150 typhoon, 1151 to 1155 cyclone, 1156 to 1160 storm, 1161 to 1165 hurricane, 1166 to 1170 typhoon, 1171 to 1175 cyclone, 1176 to 1180 storm, 1181 to 1185 hurricane, 1186 to 1190 typhoon, 1191 to 1195 cyclone, 1196 to 1200 storm, 1201 to 1205 hurricane, 1206 to 1210 typhoon, 1211 to 1215 cyclone, 1216 to 1220 storm, 1221 to 1225 hurricane, 1226 to 1230 typhoon, 1231 to 1235 cyclone, 1236 to 1240 storm, 1241 to 1245 hurricane, 1246 to 1250 typhoon, 1251 to 1255 cyclone, 1256 to 1260 storm, 1261 to 1265 hurricane, 1266 to 1270 typhoon, 1271 to 1275 cyclone, 1276 to 1280 storm, 1281 to 1285 hurricane, 1286 to 1290 typhoon, 1291 to 1295 cyclone, 1296 to 1300 storm, 1301 to 1305 hurricane, 1306 to 1310 typhoon, 1311 to 1315 cyclone, 1316 to 1320 storm, 1321 to 1325 hurricane, 1326 to 1330 typhoon, 1331 to 1335 cyclone, 1336 to 1340 storm, 1341 to 1345 hurricane, 1346 to 1350 typhoon, 1351 to 1355 cyclone, 1356 to 1360 storm, 1361 to 1365 hurricane, 1366 to 1370 typhoon, 1371 to 1375 cyclone, 1376 to 1380 storm, 1381 to 1385 hurricane, 1386 to 1390 typhoon, 1391 to 1395 cyclone, 1396 to 1400 storm, 1401 to 1405 hurricane, 1406 to 1410 typhoon, 1411 to 1415 cyclone, 1416 to 1420 storm, 1421 to 1425 hurricane, 1426 to 1430 typhoon, 1431 to 1435 cyclone, 1436 to 1440 storm, 1441 to 1445 hurricane, 1446 to 1450 typhoon, 1451 to 1455 cyclone, 1456 to 1460 storm, 1461 to 1465 hurricane, 1466 to 1470 typhoon, 1471 to 1475 cyclone, 1476 to 1480 storm, 1481 to 1485 hurricane, 1486 to 1490 typhoon, 1491 to 1495 cyclone, 1496 to 1500 storm, 1501 to 1505 hurricane, 1506 to 1510 typhoon, 1511 to 1515 cyclone, 1516 to 1520 storm, 1521 to 1525 hurricane, 1526 to 1530 typhoon, 1531 to 1535 cyclone, 1536 to 1540 storm, 1541 to 1545 hurricane, 1546 to 1550 typhoon, 1551 to 1555 cyclone, 1556 to 1560 storm, 1561 to 1565 hurricane, 1566 to 1570 typhoon, 1571 to 1575 cyclone, 1576 to 1580 storm, 1581 to 1585 hurricane, 1586 to 1590 typhoon, 1591 to 1595 cyclone, 1596 to 1600 storm, 1601 to 1605 hurricane, 1606 to 1610 typhoon, 1611 to 1615 cyclone, 1616 to 1620 storm, 1621 to 1625 hurricane, 1626 to 1630 typhoon, 1631 to 1635 cyclone, 1636 to 1640 storm, 1641 to 1645 hurricane, 1646 to 1650 typhoon, 1651 to 1655 cyclone, 1656 to 1660 storm, 1661 to 1665 hurricane, 1666 to 1670 typhoon, 1671 to 1675 cyclone, 1676 to 1680 storm, 1681 to 1685 hurricane, 1686 to 1690 typhoon, 1691 to 1695 cyclone, 1696 to 1700 storm, 1701 to 1705 hurricane, 1706 to 1710 typhoon, 1711 to 1715 cyclone, 1716 to 1720 storm, 1721 to 1725 hurricane, 1726 to 1730 typhoon, 1731 to 1735 cyclone, 1736 to 1740 storm, 1741 to 1745 hurricane, 1746 to 1750 typhoon, 1751 to 1755 cyclone, 1756 to 1760 storm, 1761 to 1765 hurricane, 1766 to 1770 typhoon, 1771 to 1775 cyclone, 1776 to 1780 storm, 1781 to 1785 hurricane, 1786 to 1790 typhoon, 1791 to 1795 cyclone, 1796 to 1800 storm, 1801 to 1805 hurricane, 1806 to 1810 typhoon, 1811 to 1815 cyclone, 1816 to 1820 storm, 1821 to 1825 hurricane, 1826 to 1830 typhoon, 1831 to 1835 cyclone, 1836 to 1840 storm, 1841 to 1845 hurricane, 1846 to 1850 typhoon, 1851 to 1855 cyclone, 1856 to 1860 storm, 1861 to 1865 hurricane, 1866 to 1870 typhoon, 1871 to 1875 cyclone, 1876 to 1880 storm, 1881 to 1885 hurricane, 1886 to 1890 typhoon, 1891 to 1895 cyclone, 1896 to 1900 storm, 1901 to 1905 hurricane, 1906 to 1910 typhoon, 1911 to 1915 cyclone, 1916 to 1920 storm, 1921 to 1925 hurricane, 1926 to 1930 typhoon, 1931 to 1935 cyclone, 1936 to 1940 storm, 1941 to 1945 hurricane, 1946 to 1950 typhoon, 1951 to 1955 cyclone, 1956 to 1960 storm, 1961 to 1965 hurricane, 1966 to 1970 typhoon, 1971 to 1975 cyclone, 1976 to 1980 storm, 1981 to 1985 hurricane, 1986 to 1990 typhoon, 1991 to 1995 cyclone, 1996 to 2000 storm, 2001 to 2005 hurricane, 2006 to 2010 typhoon, 2011 to 2015 cyclone, 2016 to 2020 storm, 2021 to 2025 hurricane, 2026 to 2030 typhoon, 2031 to 2035 cyclone, 2036 to 2040 storm, 2041 to 2045 hurricane, 2046 to 2050 typhoon, 2051 to 2055 cyclone, 2056 to 2060 storm, 2061 to 2065 hurricane, 2066 to 2070 typhoon, 2071 to 2075 cyclone, 2076 to 2080 storm, 2081 to 2085 hurricane, 2086 to 2090 typhoon, 2091 to 2095 cyclone, 2096 to 2100 storm, 2101 to 2105 hurricane, 2106 to 2110 typhoon, 2111 to 2115 cyclone, 2116 to 2120 storm, 2121 to 2125 hurricane, 2126 to 2130 typhoon, 2131 to 2135 cyclone, 2136 to 2140 storm, 2141 to 2145 hurricane, 2146 to 2150 typhoon, 2151 to 2155 cyclone, 2156 to 2160 storm, 2161 to 2165 hurricane, 2166 to 2170 typhoon, 2171 to 2175 cyclone, 2176 to 2180 storm, 2181 to 2185 hurricane, 2186 to 2190 typhoon, 2191 to 2195 cyclone, 2196 to 2200 storm, 2201 to 2205 hurricane, 2206 to 2210 typhoon, 2211 to 2215 cyclone, 2216 to 2220 storm, 2221 to 2225 hurricane, 2226 to 2230 typhoon, 2231 to 2235 cyclone, 2236 to 2240 storm, 2241 to 2245 hurricane, 2246 to 2250 typhoon, 2251 to 2255 cyclone, 2256 to 2260 storm, 2261 to 2265 hurricane, 2266 to 2270 typhoon, 2271 to 2275 cyclone, 2276 to 2280 storm, 2281 to 2285 hurricane, 2286 to 2290 typhoon, 2291 to 2295 cyclone, 2296 to 2300 storm, 2301 to 2305 hurricane, 2306 to 2310 typhoon, 2311 to 2315 cyclone, 2316 to 2320 storm, 2321 to 2325 hurricane, 2326 to 2330 typhoon, 2331 to 2335 cyclone, 2336 to 2340 storm, 2341 to 2345 hurricane, 2346 to 2350 typhoon, 2351 to 2355 cyclone, 2356 to 2360 storm, 2361 to 2365 hurricane, 2366 to 2370 typhoon, 2371 to 2375 cyclone, 2376 to 2380 storm, 2381 to 2385 hurricane, 2386 to 2390 typhoon, 2391 to 2395 cyclone, 2396 to 2400 storm, 2401 to 2405 hurricane, 2406 to 2410 typhoon, 2411 to 2415 cyclone, 2416 to 2420 storm, 2421 to 2425 hurricane, 2426 to 2430 typhoon, 2431 to 2435 cyclone, 2436 to 2440 storm, 2441 to 2445 hurricane, 2446 to 2450 typhoon, 2451 to 2455 cyclone, 2456 to 2460 storm, 2461 to 2465 hurricane, 2466 to 2470 typhoon, 2471 to 2475 cyclone, 2476 to 2480 storm, 2481 to 2485 hurricane, 2486 to 2490 typhoon, 2491 to 2495 cyclone, 2496 to 2500 storm, 2501 to 2505 hurricane, 2506 to 2510 typhoon, 2511 to 2515 cyclone, 2516 to 2520 storm, 2521 to 2525 hurricane, 2526 to 2530 typhoon, 2531 to 2535 cyclone, 2536 to 2540 storm, 2541 to 2545 hurricane, 2546 to 2550 typhoon, 2551 to 2555 cyclone, 2556 to 2560 storm, 2561 to 2565 hurricane, 2566 to 2570 typhoon, 2571 to 2575 cyclone, 2576 to 2580 storm, 2581 to 2585 hurricane, 2586 to 2590 typhoon, 2591 to 2595 cyclone, 2596 to 2600 storm, 2601 to 2605 hurricane, 2606 to 2610 typhoon, 2611 to 2615 cyclone, 2616 to 2620 storm, 2621 to 2625 hurricane, 2626 to 2630 typhoon, 2631 to 2635 cyclone, 2636 to 2640 storm, 2641 to 2645 hurricane, 2646 to 2650 typhoon, 2651 to 2655 cyclone, 2656 to 2660 storm, 2661 to 2665 hurricane, 2666 to 2670 typhoon, 2671 to 2675 cyclone, 2676 to 2680 storm, 2681 to 2685 hurricane, 2686 to 2690 typhoon, 2691 to 2695 cyclone, 2696 to 2700 storm, 2701 to 2705 hurricane, 2706 to 2710 typhoon, 2711 to 2715 cyclone, 2716 to 2720 storm, 2721 to 2725 hurricane, 2726 to 2730 typhoon, 2731 to 2735 cyclone, 2736 to 2740 storm, 2741 to 2745 hurricane, 2746 to 2750 typhoon, 2751 to 2755 cyclone, 2756 to 2760 storm, 2761 to 2765 hurricane, 2766 to 2770 typhoon, 2771 to 2775 cyclone, 2776 to 2780 storm, 2781 to 2785 hurricane, 2786 to 2790 typhoon, 2791 to 2795 cyclone, 2796 to 2800 storm, 2801 to 2805 hurricane, 2806 to 2810 typhoon, 2811 to 2815 cyclone, 2816 to 2820 storm, 2821 to 2825 hurricane, 2826 to 2830 typhoon, 2831 to 2835 cyclone, 2836 to 2840 storm, 2841 to 2845 hurricane, 2846 to 2850 typhoon, 2851 to 2855 cyclone, 2856 to 2860 storm, 2861 to 2865 hurricane, 2866 to 2870 typhoon, 2871 to 2875 cyclone, 2876 to 2880 storm, 2881 to 2885 hurricane, 2886 to 2890 typhoon, 2891 to 2895 cyclone, 2896 to 2900 storm, 2901 to 2905 hurricane, 2906 to 2910 typhoon, 2911 to 2915 cyclone, 2916 to 2920 storm, 2921 to 2925 hurricane, 2926 to 2930 typhoon, 2931 to 2935 cyclone, 2936 to 2940 storm, 2941 to 2945 hurricane, 2946 to 2950 typhoon, 2951 to 2955 cyclone, 2956 to 2960 storm, 2961 to 2965 hurricane, 2966 to 2970 typhoon, 2971 to 2975 cyclone, 2976 to 2980 storm, 2981 to 2985 hurricane, 2986 to 2990 typhoon, 2991 to 2995 cyclone, 2996 to 3000 storm, 3001 to 3005 hurricane, 3006 to 3010 typhoon, 3011 to 3015 cyclone, 3016 to 3020 storm, 3021 to 3025 hurricane, 3026 to 3030 typhoon, 3031 to 3035 cyclone, 3036 to 3040 storm, 3041 to 3045 hurricane, 3046 to 3050 typhoon, 3051 to 3055 cyclone, 3056 to 3060 storm, 3061 to 3065 hurricane, 3066 to 3070 typhoon, 3071 to 3075 cyclone, 3076 to 3080 storm, 3081 to 3085 hurricane, 3086 to 3090 typhoon, 3091 to 3095 cyclone, 3096 to 3100 storm, 3101 to 3105 hurricane, 3106 to 3110 typhoon, 3111 to 3115 cyclone, 3116 to 3120 storm, 3121 to 3125 hurricane, 3126 to 3130 typhoon, 3131 to 3135 cyclone, 3136 to 3140 storm, 3141 to 3145 hurricane, 3146 to 3150 typhoon, 3151 to 3155 cyclone, 3156 to 3160 storm, 3161 to 3165 hurricane, 3166 to 3170 typhoon, 3171 to 3175 cyclone, 3176 to 3180 storm, 3181 to 3185 hurricane, 3186 to 3190 typhoon, 3191 to 3195 cyclone, 3196 to 3200 storm, 3201 to 3205 hurricane, 3206 to 3210 typhoon, 3211 to 3215 cyclone, 3216 to 3220 storm, 3221 to 3225 hurricane, 3226 to 3230 typhoon, 3231 to 3235 cyclone, 3236 to 3240 storm, 3241 to 3245 hurricane, 3246 to 3250 typhoon, 3251 to 3255 cyclone, 3256 to 3260 storm, 3261 to 3265 hurricane, 3266 to 3270 typhoon, 3271 to 3275 cyclone, 3276 to 3280 storm, 3281 to 3285 hurricane, 3286 to 3290 typhoon, 3291 to 3295 cyclone, 3296 to 3300 storm, 3301 to 3305 hurricane, 3306 to 3310 typhoon, 3311 to 3315 cyclone, 3316 to 3320 storm, 3321 to 3325 hurricane, 3326 to 3330 typhoon, 3331 to 3335 cyclone, 3336 to 3340 storm, 3341 to 3345 hurricane, 3346 to 3350 typhoon, 3351 to 3355 cyclone, 3356 to 3360 storm, 3361 to 3365 hurricane, 3366 to 3370 typhoon, 3371 to 3375 cyclone, 3376 to 3380 storm, 3381 to 3385 hurricane, 3386 to 3390 typhoon, 3391 to 3395 cyclone, 3396 to 3400 storm, 3401 to 3405 hurricane, 3406 to 3410 typhoon, 3411 to 3415 cyclone, 3416 to 3420 storm, 3421 to 3425 hurricane, 3426 to 3430 typhoon, 3431 to 3435 cyclone, 3436 to 3440 storm, 3441 to 3445 hurricane



THE Dutch steamer *Compta* went over to the Cosmopolitan Dock yesterday.

WONG AYAN, a seaman, with six previous convictions against him, appeared before Mr. Wodehouse this morning on a charge of stealing property to the amount of three dollars from an opium divan in Wellington Street. After evidence had been taken the prisoner was duly cautioned and committed for trial at the Supreme Court.

SALAMON RAMOS of Manila, seaman on board the German barque *Anton Gunther*, was charged before Mr. Wodehouse this morning with cutting and wounding the mate and cook of the above vessel on the night of the 22nd instant. Wilhelm Harting, chief officer of the *Anton Gunther*, stated that on Saturday last at 9:30 p.m. the prisoner who is a sailor on board, and Herman Peter, the cook, were having a row on the forecastle. He went to separate them and was stabbed by Ramos on the right side of the neck with the knife produced. He wrenched the knife out of Ramos' hand with the assistance of Robert Farst, a boatswain on board the *Starck*. Robert Farst stated that he saw the mate bleeding from his neck when he went forward, and heard some one say, "take the knife from him." He did not see the prisoner strike the mate. Mr. Wodehouse remanded the case till Wednesday the 26th instant, medical evidence being required.

At the police court this morning before Capt. Thomson, Mr. R. Fraser-Smith, editor of the *Hongkong Telegraph*, and Mr. Stuart M. Fraser-Smith, manager of the said paper, were charged by Bellarmino Campos with having on the 18th inst. unlawfully used threatening language towards the complainant, whereby a breach of the peace might have been occasioned. Mr. F. H. O. Wilson, from the office of Messrs. Breton, Wotton, and Deacon, appeared for the complainant. After hearing the evidence of the complainant, Mr. José da Silva Loureiro, Consul-General for Portugal, and a Portuguese lad in the employ of Messrs. Noronha & Co., the Magistrate dismissed the case without calling on the accused for a defence, remarking that no reliable evidence had been brought against Mr. R. Fraser-Smith, whilst his brother had apparently done his utmost to preserve the peace. We withhold a full report of the proceedings for the present, having no wish to prejudice the serious assault cases, out of which this matter originated, which are set for hearing to-morrow morning.

#### SHOOTING MATCH.

The first rifle shooting competition of the season took place at the range at Kowloon on Saturday afternoon, the contestants in this trial of skill being teams representing the Hongkong Police and "The Buffs" respectively. The conditions were eight men a side, Martini-Henry rifles, and seven shots each at 200, 300 and 600 yards. From the commencement the guardians of the peace had a little the better of the contest, leading by 8 points at the conclusion of the first range, the respective totals being 192 and 184. For the police McKay and Bullin scored 26 and "Jock" Cameron 25, whilst Annan and Ellis were credited with 20 and Broadhurst 25 for the Garrison. When the firing ceased at the 500 yards range it was found that the police had drawn still further ahead, the score sheets showing a total of 170 as against the 137 of their opponents. Quincey's 24 and Inspector Cameron and McKay with 23 each headed the poll on their side, Quinn with 24 and Kelly with 23 showing up best for the soldiers. Commencing at the final range with an advantage of 41 points the match looked a certainty for Mr. Cameron's team, and the majority of the men shooting with great steadiness they still further increased their advantage, finishing up with a total of 148 at the long range and an aggregate of 718, against "The Buffs" 126 at 600 yards and grand total of 447, thus winning an interesting contest by 63 points. At the long range G. Cameron did best with 24; his name made the Inspector rallying him close with one point less, whilst McKay, who had shot very steadily throughout, made 27. For "The Buffs" Annan shot about as badly as Jock came well to the front with 21, Kelly scoring 20 and Broadhurst 19. The honors of the day were won by Inspector Cameron for the Police with the creditable score of 71, McKay with 70 and G. Cameron with 69 running very close up. The highest scores for "The Buffs" were made by Kelly and Broadhurst, who tied at 64.

The competition was carried out in a most amicable and spirited fashion, and will prove no doubt the precursor of many more friendly trials of skill between the rival services during the ensuing season. Indeed we are informed that "The Grand Old Buffs" have already arisen from the ashes of their recent defeat, and are to be a fabled phoenix, and dared the "men in blue" to another encounter, 12 men a side, a challenge which was promptly accepted, so that another match will soon be satisfactorily arranged, particulars of which will be published in due course.

Can the Hongkong Volunteers do nothing in the rifle shooting line? Unless we are mistaken there are several well known marksmen in the ranks, capable of holding their own even when pitted against the best shots of the colony. Major Tripp should see to this, and endeavour to get up a team. Either the Police or "The Buffs" would be glad to come to terms for a match against our valiant amateur defenders, and it is indisputable that the best mode of fostering rifle practice is by frequent friendly competitions of the class described above.

The following are the scores made on Saturday—

Inspector J. B. Cameron	71	Inspector J. B. Cameron	71	Inspector J. B. Cameron	71
Sergeant J. McKay	70	Sergeant J. McKay	70	Sergeant J. McKay	70
Sergeant J. Bullin	69	Sergeant J. Bullin	69	Sergeant J. Bullin	69
Sergeant J. Cameron	69	Sergeant J. Cameron	69	Sergeant J. Cameron	69
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## Intimations.

A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERSOF  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF  
AERATED WATERS.THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW, 13

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 24, 1883.

It would appear from the telegram published in another column that the Australasian Colonies have determined in the face of the opposition of Her Majesty's Government to proceed with the annexation of New Guinea, the New Hebrides and Solomon Islands. A conference of delegates from the several colonies will be held in Sydney, the capital of New South Wales, at the end of November to adopt a scheme of federation with a view to the annexation of New Guinea and other islands in the Pacific. It is further stated that great dissatisfaction is expressed throughout Australia because the British Colonial Office has refused to sanction the proposed annexation. As the questions at issue between Her Majesty's Government and the Australasian colonies are of considerable general importance, a statement of the actual position of affairs can scarcely fail to prove interesting.

As every body knows, the Queensland Government a few months back formally annexed New Guinea, and the act of annexation was promptly repudiated by the British Government. The correspondence recently published from the Colonial Office gives a thorough understanding of the entire proceedings. The great argument used by the Queensland Government in favor of annexing New Guinea was to prevent the country from falling into the hands of any other foreign power, and it was alleged that both Germany and Italy had cast longing eyes on the territory. On this point Lord Derby, Her Majesty's Ambassador at Berlin wrote to Earl Granville as follows:—

"With regard to Sir John Lumley's despatch of the 31st of March, upon the subject of the company about to be formed in Germany with a view of colonizing New Guinea, I asked the Secretary of State for Foreign Affairs whether I was correct in reporting to your Lordship that the above-named company was a private one, and not as yet supported by the Imperial Government. His Excellency replied that my impression was correct, besides which the Imperial Government did not promote any scheme for the increase of emigration from Germany, as I well knew."

On June 1st Lord Derby telegraphed to the Administrator of Queensland, Sir A. H. Palmer, inquiring what specific information led the Queensland Government to believe the occupation of New Guinea by a foreign power probable, and three days later received the following reply:—

"General rumours of Germany and Italy. Special rumour German corvette *Carola* was leaving Sydney for South Sea without (with) object of annexation. She left on 18th March."

Following these are despatches, received on June 6, from the Marquis of Normanby, Governor of Victoria, and Sir W. C. F. Robinson, Governor of South Australia, communicating the satisfaction of the colonists under their rule at the action taken by the Queensland Government in annexing New Guinea, and expressing the hope that it would meet with the approval of the Imperial Government.

On June 10 the Agent-General for Queensland forwarded a copy of Mr. Chester's report of his visit to Port Moresby, and of the formal taking possession of New Guinea, and on the same day the following despatch was received by the Earl of Derby from Governor Sir Arthur Kennedy:—

"Government House, Brisbane, April 26.

"My Lord,—I do not propose to trouble your Lordship with a repetition of details already before you in reference to the colonial annexation of New Guinea. I have only to express my entire satisfaction with the action of my Government, especially Sir Thomas M'Leath, in the matter. I think the apprehension of New Guinea being annexed by another European Power was reasonable, and his promptitude in adopting our safeguard very laudable. Sir Thomas has laid his views before you, and we have the satisfaction of knowing that they are heartily adopted by all the Australasian colonies, which we trust may be our excuse for any irregularity we have committed. I have never heard any well informed person doubt the great disaster which the occupation of New Guinea by a European Power would prove to Australia. I have had less difficulty in dealing with this subject from the knowledge that Her Majesty's sanction was necessary for its completion. I do not anticipate

any difficulty in providing for the cost of our maintaining authority."

On the 27th Lord Lyons wrote to Earl Granville:—"This afternoon in obedience to the instructions conveyed to me by your Lordship's despatch of the 20th instant, I mentioned to Mr. Jules Ferry the conversation which your Lordship had on that day with Count d'Aunay on the subject of New Guinea. When I mentioned that your Lordship had said to M. d'Aunay that you presumed you might feel confident that the French Government had themselves no designs of annexation in New Guinea, M. Jules Ferry affirmed very positively that no design of the sort was entertained by the French Government."

On the 11th ulto. Lord Derby addressed to Administrator Sir A. H. Palmer the following despatch:—

"Sir,—Her Majesty's Government have given their careful consideration to the request of the Government of Queensland, as placed before them in the correspondence with Sir Arthur Kennedy and the Agent-General for the Colony which has been laid before Parliament, that the eastern portion of the island of New Guinea with the islands adjacent thereto may be annexed to Queensland. Although the first communication reached me through Mr. Archer on the 28th February, it was not until the 19th of June that I received Sir A. Kennedy's observations on the subject, and through Mr. Archer a copy of the proclamation with which Mr. Chester, the magistrate, took possession of the territory in the name of the Queen. It has, therefore, not been possible to communicate to you before now the conclusions at which Her Majesty's Government have arrived."

"2. They are unable to approve the proceedings of your Government in this matter. It is well understood that the officers of a Colonial Government have no power or authority to act beyond the limits of their colony, and if this capacity is not carefully observed serious difficulties and complications must arise. If there had been any evidence of the intention, which is said to have been apprehended, of a foreign Power to take possession of any part of New Guinea, the views and proposals of the Colonial Government could have been placed before Her Majesty's Government by telegraph; and if the circumstances had justified immediate action it could have been taken without a delay of more than a very few hours. It is, therefore, much to be regretted that your advisers should without apparent necessity have taken on themselves the exercise of powers which they do not possess."

"3. The apprehension entertained in Australia that a foreign Power was about to establish itself on the shores of New Guinea appears to have been altogether indefinite and unfounded, and the inquiries which have been made by Her Majesty's Government have given them the strongest reasons for believing that no such step has been contemplated. Nor is there at the present time any sufficient ground for anticipating the early settlement on the shores of New Guinea of a white population from the Australasian colonies, which in the absence of any established authority would become a source of trouble and danger to the colony. The results of former expeditions have been disastrous, and unless there should be indications of their intended renewal on a considerable scale, no question would arise with respect to the prevention of disorders resulting from that cause."

"4. Her Majesty's Government are, moreover, clearly of opinion that even if the time had arrived for asserting and exercising the Queen's authority and jurisdiction on the shores of the island, or on some portions of them, there would be no necessity or justification for including in these measures the whole of the vast territory to which the proclamation of the Queensland Government purports to apply. It is estimated that the interior of the country contains several millions of savage inhabitants, of whom little or nothing is known, but it is certain that they have given no sign of a desire that their land should be occupied by white men. It would require exceptionally strong reasons to justify the annexation of these tribes and their territory, and in the absence of any such reasons a grave responsibility would be incurred in establishing the Queen's jurisdiction over a large colonial population which would certainly resist subjugation and has apparently nothing to gain by it."

"5. If, however, it had been shown that the extension of the Queen's sovereignty to the eastern portion of New Guinea has become necessary, the proposal that the territory so annexed should form part of the colony of Queensland would be open to serious objections. The colony already comprises an immense extent of territory. The seat of Government is situated in the south, a thousand miles from the south-eastern point of New Guinea; it is practically governed by a Parliament which represents the white population, whose interests are altogether different from those of the coloured races, aboriginal and imported, within the colony, and while I am aware of the difficulties with which the Colonial Government has had to contend in connection with the labour traffic and other questions affecting native interests, the fact that those difficulties have not in all cases been successfully dealt with cannot be disputed, and has often of late been the subject of much comment. The Queensland Government is at present undertaking heavy charges and responsibilities in connection with the settlement and development of its vast northern territory which cannot be fully occupied for many years to come, and even if it could be reconciled with former precedents and sound general principles that the Imperial Government should devolve upon any colony the duties incident to the establishment of British dominion in such a country as New Guinea, neither the time nor the circumstances would appear favourable for the assumption by the Queensland Government of the control of a large native population owning a territory not required, and to a great extent, at least, not suited for the occupation and labour of European settlers. It has been stated in the Press that one reason for which some persons in Queensland desire the annexation of New Guinea is the facility which would thereby be afforded of obtaining a large supply of coloured labour for the sugar plantations without going beyond the limits of the colony. It is no doubt generally understood that the natives of New Guinea would not willingly accept, or be suitable for labour engagements at a distance from their shores, but the fact that the suggestion has been made indicates a special difficulty which might present itself if the request of the Colonial Government were complied with."

"6. Her Majesty's Government have not failed to give due attention to the representations made by the Governments of New South Wales, Victoria, and South Australia in support of the action taken by your Government. Those Governments do not, as I understand, definitely endorse the proposal that the island should form part of Queensland, nor do they undertake to share the expenses which might be entailed by any attempt to govern it, but they express in general terms a desire that it should be brought under British rule. Such an expression of opinion has necessarily much weight with Her Majesty's Government, but it does not indicate any substantial advance towards the more effective settlement of a question of this nature. The affairs of the Pacific Ocean, and the political and commercial relations of the Australasian Colonies with adjacent places and Powers, are matters of the highest importance to those colonies, and require to be dealt with on broad and clearly defined principles, and by the united action of the colonies. Her Majesty's Government regret that it should be necessary from time to time to refuse assent to proposals coming from individual colonies for assumption of large and serious responsibilities in regard to places and questions not specially concerning those of Her Majesty's subjects who live in other parts of the Empire, and I trust the time is now not distant which in respect of such questions (if not for other purposes of Government) the Australasian Colonies will effectively combine together and provide the cost of carrying out any policy which, after mature consideration, they may unite in recommending, and which Her Majesty's Government may think it right and expedient to adopt."

"7. In the meantime, Her Majesty's Government are of opinion that they must continue to decline proposals for large annexations of territory adjacent to Australia, in the absence of sufficient proof of the necessity of such measures. In the case of New Guinea there is already in existence a jurisdiction which may be made to suffice for immediate exigencies. The powers of the High Commissioner for the Western Pacific extend to that island, and if the colony of Queensland, with or without the assistance from other colonies, is prepared to provide a reasonable annual sum to meet the cost of placing one or more deputies of the High Commissioner on the coast, Her Majesty's Government will be willing to take steps for strengthening the naval force on the Australian station, so as to enable Her Majesty's ships to be more constantly present than hitherto in that part of the Pacific. A protectorate thus gradually established over the coast tribes would be capable of meeting the principal requirements of the case for some time to come, and would be free from the grave objections to which, as I have shown, the course now urged upon Her Majesty's Government is open."

It is to the attitude taken up by the British Government in this despatch that the Colonial Legislators take exception, and against which they have so emphatically protested. The following is a copy of the circular from the Queensland Government in relation to their action in annexing New Guinea on behalf of the British Crown:—

"Extract from the minutes of proceedings of the Executive Council of Queensland.

"At Government House, Brisbane, July 17, 1883.

Present:—His Excellency the Administrator of the Government in Council.

"His Excellency the Administrator of the Government, at the instance of the Hon. the Colonial Secretary, lays before the Council the following memorandum by the Premier on the refusal of the Imperial Government to confirm the annexation of New Guinea, and recommends that the same be approved:—

"Memorandum by the Premier of Queensland on the refusal of the Imperial Government to confirm the annexation of New Guinea.

"The decision arrived at by Her Majesty's Government in reference to the annexation of New Guinea seems to me to justify some decided and concerted action on the part of the Australian colonies. It is scarcely necessary to refer at any length to the previous correspondence on this subject, or to the repeated representations in connection with it which have been made to the Imperial Government.

"It seems to me right that reference should be made to the various reasons assigned for this refusal. In 1875, Lord Carnarvon, while not discouraging the idea of extensive annexation, assigned as one reason why he could not assent to the representations of the Australian colonies, that the British taxpayer could not, and would not bear the expenditure. Lord Derby advances the same reason now. He adds to this other reasons—the enormous extent of the territory, the unknown character of the interior, and the hostility of the natives. These objections may be easily combated. The expense need not be great, and we now know that the Australian colonies will undertake this expense, or share it with Her Majesty's Government, if required to do so. As for the natives the Dutch have not interfered with the aborigines in that part of New Guinea claimed by them, and their claim cost them nothing. They wait, and simply say that they are not ready to take any step which would be difficult in carrying out single-handed, in that part of New Guinea contiguous to our shores, a great deal more than the Dutch have done during the last 50 years in the north-western portion of the island. Queensland has simply been desirous that New Guinea should not fall into the hands of a foreign power, and that the requisite authority should be exercised over those adventures who frequent the shores of that island. Experience in Torres Straits has already proved valuable in this respect. The despatchers who frequent the island of New Guinea, and who have taken themselves off to the islands of New Guinea to Queensland territory. What was effected in Torres Straits could have been carried out with perfect ease on the mainland of New Guinea. All that was required was the acceptance of the proclamation. I still think that it ought to have been accepted, and I hope that the Australian colonies will, by their several and united representation, urge upon Her Majesty's Government a reconsideration of their decision."

"But there can be no doubt that the refusal to annex New Guinea, together with the possible acquisition by foreign powers of some of the Pacific islands contiguous to Australia, does raise very serious questions immediately connected with the future interests of the Australasian colonies. If Her Majesty's Government do not feel that the annexation of New Guinea, or of the islands adjacent to Australia, is of so much importance to the Empire at large as it is to the Australian colonies, let some means be devised by which those islands may be held and governed for the benefit of the Australian people. The step taken by the Queensland Government in causing a formal claim to be made over New Guinea, was a bold one, and the interests not only of Queensland, but of all the Australasian colonies, and in the interests of the natives of New Guinea, who ought to be protected by some lawful authority from contact with the lawless adventures who are too often a law to themselves. That also which is for the advantage of this country is surely for the advantage of Great Britain. The middle island of New Zealand was won for Great Britain, by a timely act of annexation. In the last century, similar timely acts of annexation were made over large portions of America, the Anglo-Saxon race. Why, then, should not Queensland be permitted, with the sanction of Her Majesty's Government, to assist in carrying out this national and beneficial policy? If, then, the real reason for the refusal to annex New Guinea be, not the expense, but the difficulty of providing for the government and protection of the native races, might not this be met by the sanction and authority of the united colonies? Some justification, it has been often said, is required for federation; may it not be found in this exigency?"

"I submit that a case has arisen which may be made use of to call into existence the higher form of government required to give effect to this policy of annexation. The Australian colonies are now united by sentiments of filial regard and devotion to the British Empire, though they are not represented in the British

Legislature. The Imperial Parliament dominates the whole empire and the colonies are not represented in that Parliament, though their interests may be vitally affected by its decisions. It is not possible to give authoritative effect to the wishes of the people of Australia in anything beyond their own domestic interests, except through the intervention of Her Majesty's Government."

"The circumstances of the present case seem to point to a necessity for combination among the Australian colonies—a combination for both legislative and executive purposes. Australian interests are involved in securing the peaceful and progressive supremacy of Australian influences in the adjoining seas. In order to effect this it is necessary that there should not only be sentiments held in common, but that a form of government should be provided capable of giving expression to these sentiments. The federation of the Australian colonies must thus be forwarded. Here is work for the Australian colonies to do, if they can be got to unite. I suggest that a convention of delegates should be held to discuss the basis upon which a federal government could be constituted."

"This, I believe, was the form adopted in Canada previous to the constitution of the Dominion Parliament. May not this example be followed here? The Dominion Government has added largely to the influence and national integrity of Canada. It seems probable that a similar form of Government adapted to the special requirements of Australia would give life to national aspirations, without repressing the autonomous government of the respective colonies. To it would properly belong the discussion of such measures as are necessary for the consolidation and security of Australian interests, as well as for the government of these outlying islands in the Pacific, which at present are not claimed by any civilised power."

"I think, therefore, that there ought, in the first place, to be representations from all the Australian colonies, urging upon Her Majesty's Government a reconsideration of their decision as regards New Guinea, and in the next place Her Majesty's Government should be invited to move in the direction of providing for a form of federal government suitable for the Australian colonies. I propose that this memorandum should be embodied in an executive minute forwarded both to Her Majesty's Government and to the Governments of the respective Australian colonies for their consideration, and for such action as they may deem expedient."

"July 10, 1883. T. M'LEATH.

"The Council deliberate and advise as recommended. Immediate action."

"A. V. DRURY,

Clerk of the Executive Council."

The views expressed by Sir THOMAS M'LEATH in the above minute, have been substantially adopted by the governments of the other Australasian Colonies, with the result that practical steps have already been taken for the constitution of a federal government—on an enlightened basis. On August 12th Lord Derby received from the MARQUIS of NORMANBY, Governor of Victoria, an intimation that both Houses of the Victorian Parliament had unanimously agreed "that it is essential to the future well-being of the Australian colonies that New Guinea and the Pacific Islands lying between New Guinea and Fiji, including the New Hebrides, should be annexed to the British Crown, or that England should establish a protectorate over them; that concerted action on the part of the Australasian colonies is desirable in order to accomplish this result; and that this colony is willing to contribute its proportion of the expense entailed by such annexation or protectorate."

To this Mr. R. MURRAY SMITH, the Agent-General for Victoria adds:—"I would take the liberty of urging on your Lordship the evidence thus afforded of the strength and sincerity of colonial feeling on this subject, which is further stimulated by the uneasiness excited by French movements in the Pacific, which my Government are of opinion indicate danger to the New Hebrides group of islands."

In view of the strong and unanimous expressions of opinion from our fellow colonists throughout Australasia, it is much to be regretted that Her Majesty's Government did not recognise the policy of sanctioning the annexation of New Guinea from the first.

## TELEGRAMS.

LONDON, September 21st.

## AUSTRALIAN FEDERATION.

A conference of delegates from the Australian colonies will be held in Sydney at the end of November to adopt a scheme of federation, with a view to the annexation of New Guinea and other islands.

## THE NEW GUINEA QUESTION.

Great dissatisfaction is expressed in Australia because the Colonial Office will not sanction the proposed annexation of New Guinea.

## LOCAL AND GENERAL.

The French corvette *Villars* arrived at Shanghai on the 19th instant.

The visitors to the City Hall Museum for the week ended 23rd September were:—European 180, Chinese 2,126; total 2,306.

A London Emergency of United Service No. 1341, will be held in Freemasons' Hall, Zealand Street, this evening, at 7.30 for 8 o'clock precisely.

It is announced in the *Gazette* that Lieutenant C. B. Vyvyan, "The Buffs," resumed his duties as *aid-de-camp* to the Governor on the 20th inst.

We are informed by the Acting Agent of the P. & O. S. N. Co., that the English mail steamer *Sulley*, with the incoming English mail, left Singapore for this port on the 21st inst., at noon.

We are informed by the Agent of the P. & M. S. S. Co., that the Company's steamer *City of Peking*, with mails, &c., from San Francisco, has arrived at Yokohama, and will sail, for this port on the 26th instant.

Mr. WILLIAM RICHARD CARLES assumed the office of Vice-Consul for Great Britain in Shanghai on the 17th instant.

HIS EXCELLENCY CHANG, the lately appointed Grain Commissioner, left Shanghai for Nankin in the steamship *Kiang-shan* on the evening of Monday last, the 17th instant.

THE trial of Logan, the Canton Customs officer, who is charged with the murder of a Chinese boy named Pak Wa-King and a Chinese woman, name unknown, will take place at the British Consulate, Shamien, to-morrow morning at 9 o'clock, before Sir Richard T. Rennie, Her Majesty's Chief Justice for China and Japan, and a jury. Mr. H. S. Wilkinson, crown advocate, will lead the prosecution, and will be assisted by Mr. Jno. J. Francis, instructed by Mr. C. Evans, who appears on behalf of the Chinese Government. Logan, who has pled "not guilty," will be defended by Mr. A. G. Wise, instructed by Mr. H. L. Denny.

SAYS the Shanghai *Mercury* of the 17th inst.:—A case of real Asiatic cholera occurred on board the s.s. *Leyuen* on her way from Sawtow to our port. The *Leyuen* having made a stay of about three hours in the last-named port, in order to take a few hundred bags of sugar in one of her engines, Mr. J. McGlashan, made use of this opportunity to visit a brother-in-law, who resides at Sawtow. He remained for about two hours on shore, returning then to his vessel, which shortly afterwards left port. Mr. McGlashan was taken ill with all the symptoms of cholera the same evening, and died on the following morning, the colour of his body having turned quite black. The body was buried at sea.

SAYS the Nagasaki *Express* of the 8th inst.:—The unearthing of the remaining portions of the bones of the soldiers who lost their lives during the Formosa and Samsun wars, which three months ago necessitated the demolition of the new Government Hospital, and the non-removal of which, previous to the building of the Hospital, was the principal cause of Governor Usumi's timely resignation (or dismissal?)—has at length been accomplished, and on the 4th inst., after undergoing thorough inspection, in the presence of Governor Ishida, a number of army and navy officials, local functionaries, &c., the bones recovered were formally handed over to the officers deputed by the Army and Navy departments to receive them.

AN irreverent observer, writing of the English bishops as they appeared in the House of Lords during the debate on the Deceased Wife's Sister Bill, describes them as follows:—"There sat some seventeen elderly persons in Episcopal robes, their puffed lawn sleeves suggesting in a rather curious way that a feminine element, not youthful, either, had somehow found its way into the House. Look at their faces. The stamp of their profession is on them. Nobody would say that these are men of the world, or men of business, or men of affairs. The pinched lips, the eyes mostly too near together, the skin drawn firmly over cheek and chin, the sloping corner of blither mouths, the air of sanctimony, of all ways posing before the world—all this and much more the most casual observer may see as he glances at this phalanx of spiritual legislators."

We read in the Nagasaki *Express* that a Naval Court was held on the 4th inst. at the British Consulate, Nagasaki, to enquire into the causes and circumstances attending the loss of the British brig *Aranda*, on the Goto Island, on the 18th ult., when after hearing and considering the evidence given, the Court was unanimously of opinion that the wreck was occasioned "by an unusually strong northerly current, accelerated by the force of the typhoon of the previous day." The Court was further of opinion that no blame attaches to the master, Captain Kleffel, and that everything possible was done for the preservation of life and property. In view of which, the Court recommended that a new certificate be granted to the master, in lieu of the one lost by the wreck, and that the second mate's certificate be returned to him. The assessors were: A. G. Tate, Nav. Lieut., H.M.S. *Vigilant*; D. Thomson, master, British barque *Glennary*; and W. Way, master, British barque *Sia Swallow*.

SAYS the Shanghai *Courier* of the 17th inst.:—The Chinese Government gave orders four months ago for the construction of six floating batteries for the defence of the Yangtze, and two of them were launched to-day. The whole of the vessels are built from one design made by Messrs. S. C. Farnham & Co.; but to expedite the work, the construction of two of them was undertaken at the Kiangnan Arsenal, two by Messrs. Farnham & Co. at Shanghai, and two by Messrs. Boyd & Co. at Pootung. One of them, built by Messrs. Farnham & Co., was launched to-day at 12.20 p.m. from Shunshat's yard, and Messrs. Boyd & Co. also launched one at 2.30 p.m. The floating battery is a two-decked wooden vessel of strong build; 136 feet in length over all, 36 feet beam, and 12 feet deep. On the upper deck there is a wooden turret enclosing three 32-ton Armstrong guns. The lower deck is divided into six compartments; the two smaller ones fore and aft are for stores, &c.; a large compartment forward provides accommodation for about 50 men; and there is another large room aft for about 50 sailors. There is a saloon for the officers' amusements, the number of officers being five; and between their quarters and the forward compartment for muzzles, there is a magazine for ammunition. There are no muzzles, nor shells, nor propelling power, of any kind, so that they can only be towed from place to place, the object being to have them moored in position suitable for the defence of the great maritime highway to the centre of China—the Yangtze. The one launched by Messrs. Farnham & Co. was ready about three weeks ago, but they were asked to delay launching it till the guns were ready. They will be towed up to the Arsenal to receive the guns on board. Another battery will be launched by Messrs. Farnham & Co. in a few days.

THE latest news from Amoy is to the effect that the new "barnard" at Mr. Kopp's hotel is very attractive and very entertaining.

WE are very glad to observe that Governor Sir John Pope Hennessy is winning golden opinions from all classes in the Mauritius. We fear we cannot honestly say that Sir George Ferguson Bowen has been equally successful in Hongkong.

WE hear that Captain Palmer, well known in Hongkong when commander of the Chinese revenue cruiser *Peng-sha-hai*, who is at present acting as harbour master at the Pagoda Anchorage, Foochow, will succeed Mr. J. H. C. Gunther as harbour master at Canton. Mr. Gunther has, we understand, been transferred to Shanghai.

A HANKOW correspondent writes to the Shanghai *Mercury*:—"The city is rather unsettled owing to the rumour of a rising during the next few days. The native fire brigades patrol the streets every night. Several executions took place yesterday and the day before. The authorities are on the alert, which will probably avert any disturbance."

THE sporting oracle of the Shanghai *Mercury* writes, on the 19th inst., as follows:—"There were 253 ponies on the course this morning; it was the largest ever known on the course; at one time, we believe." The "oracle" has apparently rejected our well-intended advice about the greatly needed dictionary. It is never too late to mend, Lord Charles.

THE Amoy correspondent of the Shanghai *Mercury* writes of the 15th inst.:—"A very ridiculous precedent has been established here. The German Consul has forbidden the two hotels here to keep open after midnight, through the complaint of a single resident. Readers of this would think people are very noisy here; but I may state, on the contrary, that people in Amoy are very quiet, and the complaint made was simply a question of spite."

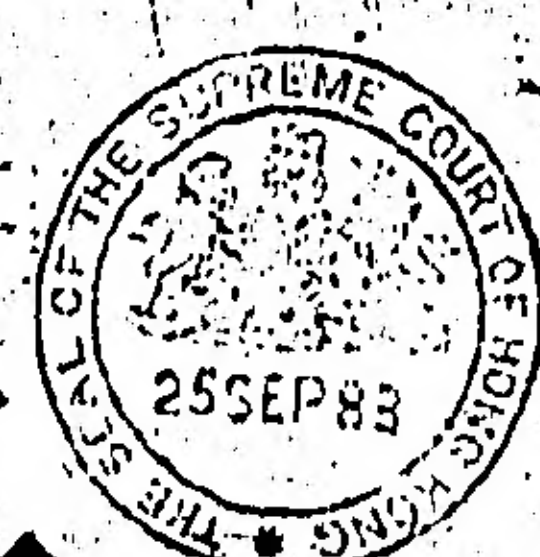
FROM an *Express* circulated this morning by the Great Northern Telegraph Co., we observe that a telegraph station has been opened for the reception and forwarding of messages at Tungchow, 200 miles from Peking. A dispatch is sent to and from Peking, the additional charge being 44 cents per message. The rate from Hongkong to Tungchow is 84 cents per word, and in order that messages may be forwarded direct to Peking, the address of the telegrams should be "Peking post Tungchow."

LAST Saturday evening, at about 9.30 a stable affray took place on board the German barque *Anton Gunther*, now lying close to Sam-shu-po. It appears the mate ordered a small boat to be got ready as, on account of the heavy blow, the watertight had all cleared away from close to where the ship was lying. And a boatman from the German flag ship *Storch*, who was a visitor on board, wanted to be taken to his ship. At this juncture Salomon Rahn, an able seaman, hailing from Manila, drew his knife and stabbed the cook, wounding him in the left side and right leg. The mate attempted to take the knife out of the seaman's hand and was also cut on the neck. The German man-of-war, *man*, then, seized the sailor and manacled the weapon from his hand. The man was then put in irons and offered no resistance. The Doctor from the *Storch* was sent for and was quickly on board. The police were communicated with and the prisoner was taken ashore. The man had behaved strangely during the day, breaking his box, snatching up his things and conducting himself in a seemingly crazy manner. There was no apparent animosity or ill feeling between the Manila man and any one on board, and the sudden attack is put down to the use of drink. He has been six months and 11 days on board the *Anton Gunther*, during which time his conduct has been good. The cook who has been wounded speaks highly of the man's character. "One day," he said, "he wanted to go ashore, but the mate would not let him. He said that Salomon had asked for some money from the captain, as the ship was shortly leaving, and he was indebted on shore. The skipper, it appears, refused Salomon the money and this has been the cause of the man's madness, and committing himself by using his knife."

WE (Shanghai *Courier*) hear that an important controversy is now pending between the Chinese authorities and the Consular Body in reference to certain objectionable innovations in the silk trade. A few years ago there was little difficulty in obtaining cocoons from the interior under transit passes, but now it has been declared by the Chinese authorities to be necessary for every purchaser of cocoons to obtain another pass from the authorities of the district in which the purchase is made. This new pass is called *Hueihou* or *Convey Certificate*, and is to be given up to the last holder of the transit pass, and is to be returned to the authorities at the end of the season. The vendors of the cocoons are to be there detained till further official orders are taken. The wording of the *Convey Certificate* is to be adopted by the Chinese is most adroit. The whole thing is contrary to the spirit of the treaty, and the new certificate has introduced as another mode to squeeze the foreigner, and the Consular Body would do well to be on their guard in the strict maintenance of treaty rights. Less than three years ago cocoons could be exported at 100 per cent duty and the 15 Transit duty had been paid, but during the last two years the trade has increased so much that it has now to bear a queue of nearly treble these amounts. Besides paying the duties mentioned in the treaty, a native going into the province of Chekiang to purchase cocoons has to transit pass, has to submit to a queue of 50 per cent duty on the cocoons, and another 50 per cent on dry cocoons, making 150 in all, and cocoons being another new innovation in the trade, have to pay a license of some 50,000 cash for a limited period. These representatives of foreign firms in Shanghai have to submit to all these exactions before they are able to do business with the province, and cocoons being the silk trade is now becoming so regulated by the aversion of the officials, that determined action by the Consular Body is most advisable.



# The Hongkong Telegraph.



No. 517.

MONDAY, SEPTEMBER 24, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

### SHOOTING SEASON

LANE, CRAWFORD & Co.  
HAVE RECEIVED THEIR ASSORTMENT  
of  
SPORTSMEN'S AMMUNITION AND  
SUNDRIES,  
comprising—  
SPORTING GUNS, in newest styles, in Cases  
Fitted.  
ELEY'S NEW METAL LINED and other  
CARTRIDGE CASES.  
WHITE, GREY, and GREASE PROOF  
WADS.  
CYLINDRICAL WIRE CARTRIDGE  
CASES.  
CHILLED and ORDINARY SHOT.  
PIGOU and WILKS' "ALLIANCE" GUN-  
POWER.  
Re-capping, Loading, Ramming and Turnover  
MACHINES.  
CARTRIDGE BAGS and BELLS.  
GAME BAGS.  
SHOOTING BOOTS.  
POWDER and SHOT MEASURES and  
FLASKS.  
DOG WHISTLES and WHIPS.  
REVOLVERS, by best English and American  
Makers.  
TINNED PROVISIONS for SHOOTING  
TRIPS.  
LANE, CRAWFORD & Co.  
Hongkong, 17th September, 1883. [340]

## Insurances.

THE Undersigned have been appointed  
AGENTS to the NEW-YORK BOARD  
of UNDERWRITERS.  
ARNHOLD, KARBURG & CO.  
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN  
SHIPPING.  
Agents,  
ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1881. [470]

### NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.  
(CAPITAL SUBSCRIBED.....\$1,000,000)  
The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.  
WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [105]

### YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 330,000.00  
SPECIAL RESERVE FUND.....Tls. 318,235.36  
TOTAL CAPITAL and  
ACCUMULATIONS, 31st  
March, 1883.....Tls. 968,235.36

DIRECTORS.  
F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq., Wm. MEYER, Esq.,  
A. J. M. INVERARY, Esq., G. H. WHEELER, Esq.  
HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all  
parts of the World.  
Subject to a charge of 12 per cent. for interest  
on Shareholders' Capital, all the PROFITS of the  
Underwriting BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not) in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, 25th May, 1883. [85]

THE SOUTH BRITISH FIRE AND  
MARINE INSURANCE COMPANY,  
OF NEW ZEALAND.

CAPITAL.....£1,000,000  
(ONE MILLION STERLING).

UNLIMITED LIABILITY OF SHAREHOLDERS.

THE Undersigned, having been Appointed  
Agents for the above Company, are pre-  
pared to accept FIRE and MARINE RISKS at  
Current Rates, allowing usual discounts.

RUSSELL & Co.,  
Agents.  
Hongkong, 1st September, 1883. [474]

### GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$300,000.00  
RESERVE FUND.....\$70,818.27.

BOARD OF DIRECTORS.  
LEE SING, Esq., Chairman.  
LO YEE MOON, Esq., CHU CHIE NING, Esq.  
MANAGER—HU CHU NING.

MARINE RISKS on GOODS, &c., taken at  
CURRENT RATES to all parts of the world.

HEAD OFFICE—8 & 9, PRINCE STREET,  
Hongkong, 1st September, 1883. [470]

### INTIMATION.

SIGNOR ANTONIO CATTANEO, of the  
"CONSERVATION DE BERGAMO" and Lib.  
of the ROYAL ITALIAN OPERA COMPANY has  
the honor to inform the community that he has  
arranged to remain in Hongkong, and will give  
performances in Music, Singing and the Piano.  
CHARGES STRICTLY MODERATE.  
Address—Messrs. KELLY & WALSH,  
Queen's Road.  
Hongkong, 1st March, 1883. [168]

## Amusements.

THEATRE ROYAL,  
CITY HALL, HONGKONG.

FAREWELL PERFORMANCE  
TO  
MRS. BERNARD.

TO-MORROW, EVENING,  
THE 25TH SEPTEMBER,  
"THE HONGKONG AMATEUR  
DRAMATIC CLUB."

WILL PLAY GOLDSMITH'S COMEDY,  
"SHE STOOPS TO  
CONQUER."

Tickets can be obtained at Messrs. LANE,  
CRAWFORD & Co.'s on THURSDAY, the 20th  
instant, at 9 A.M.

Stalls and Dress Circle.....\$2  
Back Seats.....\$1  
H. J. M. TRIPP,  
Hon. Secy.  
Hongkong, 17th September, 1883. [704]

## Auctions.

### PUBLIC AUCTION.

M. R. J. M. GUEDES has received instruc-  
tions from the MORTGAGEE to Sell by  
Public Auction,

TO-MORROW,  
the 25th September, 1883, at 2.30 O'CLOCK P.M.,  
on the Premises,  
A VALUABLE LEASEHOLD PROPERTY

Comprising—  
All that Piece or Parcel of GROUND situate  
at Victoria, in the Colony of Hongkong,  
abutting on the North side thereof on the  
Queen's Road, and measuring thereon 213  
feet or thereabouts, on the South side  
thereof on Ground lately the Roman Catholic  
Cemetery and measuring thereon 218 feet  
or thereabouts, on the East side thereof on  
Ground in the possession of Government  
and measuring thereon 240 feet or there-  
abouts, and on the West side thereof on St.  
Francis Street, and measuring thereon 280  
feet or thereabouts, and registered in the  
Land Office as Section A, and the Remain-  
ing Portion of INLAND LOT No. 199,  
(making together the whole of Inland Lot  
No. 199). Together with the HOUSES  
and erections thereon, held for the residue  
of a term of 75 years from the 26th June,  
1843, and for the further term of 994 years  
subject to the Annual Crown Rent of £400.  
The Property will be offered for Sale in Lots,  
subject to the existing tenancies and lettings  
thereof.  
For Further Particulars and Conditions of Sale,  
apply to  
BRETON, WOTTON, & DEACON,  
Solicitors, Hongkong,  
or to  
J. M. GUEDES,  
Auctioneer, Hongkong.  
Hongkong, 18th September, 1883. [693]

## Notices of Firms.

### NOTICE.

FROM this date Messrs. RUSSELL & Co.  
will conduct our Business at this Port, and  
all Communications should be addressed to them.  
Messrs. RUSSELL & Co. will also act as Agents  
at this Port for our line of Steamers.  
GEO. R. STEVENS & Co.  
Hongkong, 1st August, 1883. [606]

### NOTICE.

THE INTEREST and RESPONSIBILITY of  
Mr. G. A. GROSSMANN in Our Firm  
CEASED on the 31st August, 1883.  
GROSSMANN & Co.  
Hongkong, 1st September, 1883. [710]

## To be Let.

### TO LET.

"STOCKWELL COTTAGE" near to the  
Kowloon Club, British Kowloon, con-  
taining Four Rooms and Large Central Room,  
Servants' Rooms and Out-houses, Gardens and  
Tennis Lawn, &c. Within Three Minutes Walk  
of the Pier.  
For Particulars, apply to  
STEPHENS & HOLMES,  
Solicitors,  
Hongkong, 22nd September, 1883. [713]

### TO LET.

THE PREMISES now occupied by us  
No. 11, Queen's Road Central.  
For further Particulars, apply to Messrs.  
RUSSELL & Co.  
GEO. R. STEVENS & Co.  
Hongkong, 1st August, 1883. [607]

### TO LET.

N. G. & QUEEN'S ROAD CENTRAL,  
late occupied by PACIFIC MAIL STEAM-  
SHIP COMPANY.  
"BISNEE VILLA" Pokfulum, Furnished.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 31st August, 1883. [714]

### TO LET.

FURNISHED ROOMS in the "Hollywood"  
Road, WITH or WITHOUT BOARD.  
Private Family.  
For Particulars, apply to  
M. A.  
Office of this paper.  
Hongkong, 7th July, 1883. [537]

CHS. J. GAUPP & CO.  
CHRONOMETER, WATCH, AND  
CLOCK-MAKERS.  
JEWELLERS, SILVER-SMITHS, AND  
OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
SOLE AGENTS  
for Louis Audemars' Watches; awarded the  
highest Prize at every Exhibition; and  
for Volkmann and Sohn's  
CELEBRATED OPERA GLASSES, MARINE  
GLASSES, AND SPECTACLES.  
No. 38, QUEEN'S ROAD CENTRAL. [478]

## Intimations.

### KELLY & WALSH

HAVE JUST RECEIVED.

LITTLE BEAUTY CIGARETTES.  
VANITY FAIR CIGARETTES.  
NEW VANITY FAIR CIGARETTES.  
GENUINE HAVANA CIGARS

OF

THE FOLLOWING CHOICE BRANDS. VILLAR VILLAR, LA FLOR, LA FLOR DE  
HENRY CLAY, BELINDA, ROSA DI SANTIAGO, LA ESPANOLA, FLOR  
DE ALMA, FLOR DE MURIAS, LA DALIA, FLOR DE MAYO,  
LA MATILDE H DE CABUNAS Y CARBAJAL.

INDUSTRIA Y COMERCIO,

ANDREW Y J. ROJAS,

&c., &c., &c.

KELLY & WALSH.

Hongkong, 15th September, 1883. [560]

### W. B. BREWER.

—(101)—

NOW READY.

VIEWS OF THE LATE DISASTERS  
IN  
CANTON.  
MAP OF TONGKING,  
PHOTOGRAPHED FROM A PRIVATE MAP

GREAT VALUE, NEARLY READY.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 19th September, 1883. [703]

### SAYLE & CO'S

SHOW-ROOMS.

WE ARE NOW SHOWING EX LATE ARRIVALS OUR FIRST DELIVERY

OF  
"NEW AUTUMN FASHIONS"

DRESS MATERIALS; JACKETS, MANTLES, MILLINERY FLOWERS, FEATHERS,  
HATS, BONNETS, RIBBONS, LACES, &c., &c.,  
DIRECT FROM THE BEST FRENCH AND ENGLISH MARKETS.

AN EARLY INSPECTION INVITED.

SAYLE & CO.,

Hongkong, 13th September, 1883. [249]

### JUST RECEIVED

ANOTHER LOT OF BOOKS EX S.S. "DECCAN"

LESSING'S Prose Works.  
Cary's Dante.  
Mansoni's The Betrothed.  
Anders's The Draughtsman's Hand-book of Plan  
and Map Drawing.  
Burn's Architectural Engineering and Mechanical  
Drawing-book.  
Burn's School Drawing-book.  
Burn's Ornamental Drawing and Architectural  
Design.  
Burn's Mechanics and Mechanism.  
Burn's The Steam-Engine.  
Anstey's Vice-Versa.  
Hedge's Electric Lighting.  
Sawyer's do. do.  
Ricker's Elementary Arithmetic and how to teach  
it.  
Toddhunter's Algebra and Key.  
Haddon's Book-keeping.  
Humboldt's Travels.  
Falconer and Hamilton's Strabo.  
Cary and Burges' Plato.  
Sir Thomas Brown's Works.  
Riley's Plants Literally translated.  
Day's Summary and Analyses of Plato.  
Burge's Greek Anthology.  
Socrates' Ecclesiastical History.  
Xenophon's Cyropaedia and Hellenica.  
Anabasis and Memorabilia.  
Minor Works.  
Templeton's Workshop Companion.  
Berton's Classical Dictionary.  
European Celebrations.  
Playford's Hints for Investors.  
Clodd's The Childhood of Religion.  
Erdmann's Christian's, Gustave Aimard's and  
Jules Verne's Novels.  
Ward and Lock's Pictorial Atlas of Nature,  
Men, Animals and Plants of all quarters  
of the Globe.

NOVELTY STORE.

Hongkong, 18th September, 1883. [3]

WILLIAM SCHMIDT & CO.  
GUNMAKERS & AMMUNITION  
DEALERS.  
BLAENHOF-ARCADE.  
Arms, Ammunition, and Requisites of  
every description.  
Arms Repaired, Cleaned, or Converted at  
moderate charges.  
Sporting Guns and Ammunition always  
on hand.

F. D. GUEDES.

WINE MERCHANT AND GENERAL  
COMMISSION AGENT.

No. 5, d'AQUILA STREET.

HAS always on hand a large assortment of  
FINE CHOICE WINES of the best quality, at  
Moderate Prices.  
Hongkong, 10th October, 1882. [663]

## Mails.

### U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

THE U. S. Mail Steamship  
"CITY OF TOKIO,"

will be despatched for San Francisco, via Yoko-  
hama, with option of calling at Honolulu, on  
THURSDAY, the 27th instant, at THREE P.M.,  
taking Passengers and Freight for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, and Atlantic and Inland  
Cities of the United States, via Overland Rail-  
ways, to Havana, Trinidad, and Demerara, and  
to ports in Mexico, Central and South America,  
by the Company's and connecting Steamers.  
Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) within  
six months, will be allowed a discount of 20 per  
cent. from Return Fare; if re-embarking within  
one year, an allowance of 10 per cent. will be  
made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year, will be  
issued at a Discount of 25 per cent. from Return  
Fare. These allowances do not apply to through  
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.  
on the 26th September. Parcel Packages will  
be received at the Office until 5 P.M. the day;  
all Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's Offices  
in Sealed Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

F. E. FOSTER,  
Agent.

Hongkong, 15th September, 1883. [1]

## Intimations.

THE  
VICTORIA ICE COMPANY, LIMITED

CAPITAL.....50,000 DOLLARS  
IN 1,000 SHARES OF \$50 EACH.

PAYMENTS.—\$25 PER SHARE UPON ALLOT-  
MENT OR WITHIN TEN DAYS THEREAFTER;  
BALANCE OF \$25 PER SHARE ON OR  
BEFORE THE 26TH FEBRUARY, 1884.

DIRECTORS.  
(TO BE NAMED BY THE SHAREHOLDERS AS SOON  
AS THE SHARES ARE TAKEN UP.)

BANKERS.  
THE HONGKONG & SHANGHAI BANKING  
CORPORATION.

SOLICITORS.  
MESSRS. SHARP, TOLLER & JOHNSON.

ABRIDGED PROSPECTUS.

THIS COMPANY is formed for the  
MANUFACTURE OF ICE in the Colony  
of Hongkong on the Binary Absorption System  
patented by the International Ice and Refrigerat-  
ing Machine Company of New York.

This Patent System has been introduced into  
Japan and Shanghai with most satisfactory  
results. The consensus of opinion from various  
parts of the world unhesitatingly pronounce it  
the most perfect and economical method of  
manufacturing ice ever invented.

According to arrangements it is anticipated  
that the business of the Company will be in  
complete working order by next March, 1884.

An arrangement has been made with the  
HONGKONG & SHANGHAI BANKING CORPORA-  
TION that they shall hold the amount paid on  
the shares when allotted until the Board of  
Directors of the Company is appointed; the  
amount will then be placed to the credit of the  
Company.

Copies of the Prospectus, Articles of Associa-  
tion and forms of Application for shares may be  
obtained by intending subscribers from this date  
till the 26th September 1883 from the HONG-  
KONG & SHANGHAI BANKING CORPORATION or  
the Secretary of the Company, Mr. J. M.  
GUEDES, who has consented to act till a  
Board of Directors for the Company has been  
appointed by the Shareholders.

J. M. GUEDES,  
39, Wellington Street.  
Hongkong, 15th September, 1883. [702]

CHINA FIRE INSURANCE COMPANY,  
LIMITED.

ADJUSTMENT OF BONUS FOR THE  
YEAR 1882.

SHAREHOLDERS are hereby requested to  
send in to this Office a List of their Con-  
tributions of Premium for the year ended 31st  
December last, in order that the proportion of  
Profit for that year to be paid as Bonus to Con-  
tributors may be arranged. Returns not sent in  
before the 30th November next, will be made up  
by the Company, and no subsequent claims or  
alterations will be allowed.

By Order of the Directors,  
JAS. B. COUGHTRIE,  
Secretary.

Hongkong, 1st September, 1883. [673]

A CARD.

PRIVATE BOARD AND LODGING  
can be obtained for  
SINGLE GENTLEMEN OR MARRIED COUPLES  
AT  
No. 6, QUEEN'S ROAD EAST,  
Next Door to the Temperance Hall.  
Terms Moderate.

Hongkong, 10th July, 1883. [552]

### NOTICE.

THE Undersigned have REMOVED from  
this date their Office to No. 24, Praya  
Central, 1st Floor, Corner of Pottinger Street.

REMEDIOS & Co.  
Hongkong, 1st September, 1883. [679]

### NOTICE.

THE CHUNG SHIP'S PLUMBER, BLACK-  
SMITH, &c., &c., has REMOVED from  
No. 35, Queen's Road East to No. 6, Peel Street,  
close to No. 120, Queen's Road Central.  
Hongkong, 4th August, 1883. [622]

## Shipping.

### STEAMERS.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND  
Ports, and taking through Cargo New  
ZEALAND, NEW CALEDONIA,  
TASMANIA and FIJI.)  
THE Eastern and Australian Steamship  
Company's Steamship  
"MENNUIR."

Captain W. Ellis, will be despatched as above  
on WEDNESDAY, the 26th September, at  
FOUR P.M.

Parcels (all of which must be sent to our Office  
will be received up to 4 P.M., of TUESDAY, the  
25th instant.

Contents and Value of the Packages must be  
declared.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 14th September, 1883. [699]

AUSTRO-HUNGARIAN LLOYD'S STEAM  
NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ,  
PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA,  
PERSIAN GULF PORTS, ODESSA, and the  
MEDITERRANEAN PORTS.)  
THE Company's Steamship,  
"PANDORA,"

Captain C. Sturt, will be despatched as above  
on THURSDAY, the 27th instant, at NOON.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 17th September, 1883. [705]

NOUVELLE COMPAGNIE MARSEILLAISE  
DE NAVIGATION A VAPEUR.

THE Steamship  
"EUROPE,"

Valadier, Commander, will sail on TUESDAY,  
the 2nd October, for MARSEILLES,  
via SAIGON, SINGAPORE, COLOMBO,  
ADEN, and SUEZ; and with leave to call at  
PENANG and TIENTSIN.

In connection  
with these Steamers the Company runs a Line  
from MARSEILLES to HAVRE and LONDON,  
leaving MARSEILLES after arrival of the  
Steamer from CHINA.

The Company also runs Steamers regularly  
from MARSEILLES to numerous Ports in the  
MEDITERRANEAN and BLACK SEA, by  
which through freight may be booked.

The Company has a Forwarding Agency at  
Paris, 9, Rue de Rougemont, giving special  
facilities to Shippers.

Each Steamer carries a Surgeon and  
Stewardess.

The Line is noted for its Cuisine and Beer  
and Table Wines are included in the Passage  
Money.

"RETURN TICKETS" are now granted by  
the Steamers of this line available for 6 or 12  
months to be reckoned from the date of arrival  
at Marseilles of the Steamer for which the  
Ticket is issued to the date of re-embarkation  
there of the Holder of the Ticket.

Special rates are arranged for families.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 24th September, 1883. [659]

## SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship  
"ROBERT DIXON,"

Young, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.,  
Hongkong, 1st September, 1883. [676]

FOR NEW YORK.

THE 3/3 L. I. American Bark  
"STILLMAN B. ALLEN,"

Eldridge, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.,  
Hongkong, 10th September, 1883. [695]

FOR NEW YORK.

THE 3/3 L. I. American Ship  
"PAUL JONES,"

Gerrish, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.,  
Hongkong, 30th August, 1883. [666]

## For Sale.

### FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

Quarts.....\$22 per Case.  
Pints.....\$23 per Case.

Apply to  
MELCHERS & Co.,  
Hongkong, 2nd March, 1883. [8]

### FOR SALE.